



NOTES:

1. RAMP PREFERENCE SEE NOTE IN DETAIL T-115. UNDER "REFER TO TEMPE STANDARD DETAILS".
2. CLASS 'B' CONC. CONSTRUCTION AS PER SECT. 725.
3. WIDTH OF CONC. SIDEWALK SHALL BE 8' ALONG ARTERIAL STREETS, 6' ELSEWHERE. 5'-6" LOCAL STREETS MAY BE APPROVED BY CITY.
4. SUFFICIENT RIGHT-WAY-OF-WAY MUST BE AVAILABLE TO CONSTRUCT RAMPS.
5. THESE DETAILS OF RAMPS ARE APPLICABLE WHERE THE GRADE BREAK AT THE GUTTER LINE (COUNTER SLOPE) IS AT OR BELOW 11%, AND IF THE PERCENTAGE WOULD BE GREATER DUE TO AN UNUSUALLY STEEP GUTTER OR STREET CROWN, AN ALTERNATIVE DESIGN MUST BE APPROVED BY CITY.
6. EXISTING CONDITIONS MAY REQUIRE MODIFICATION OF THE ABOVE ALTERNATES WITH APPROVAL OF THE CITY ENGINEER.
7. SEE STD. DETAIL T-345 FOR TYPICAL ALIGNMENT OF SIDEWALK APPROACHING INTERSECTION.
8. RAD. TO BACK OF CURB SHOWN ABOVE ARE TYPICAL BUT MAY VARY WHERE CURB RETURN EXISTS.
9. CENTER RAMP ON MID-RETURN UNLESS APPROVED OTHERWISE BY THE TRAFFIC ENGINEER.
10. ADDITIONAL S/W MAY BE REQUIRED TO PROVIDE FULL WIDTH S/W WHERE TRAFFIC FURNITURE OCCUPIES NORMAL S/W.
11. FOR TRAFFIC FURNITURE FOUNDATIONS SEE TRAFFIC SIGNAL FOUNDATIONS DETAILS.
12. 4' MIN. WIDTH OF CONCRETE AT BACK OF RAMP WITH 2% MAX. / 1.5 MIN. CROSS SLOPE.
13. FOR DETECTABLE WARNING SEE C.O.T. DET. T-329, SLOPING TRANSITION FROM RAMP TO CURB SEE C.O.T. DET. T-326.
14. CONCRETE OF RAMPS SHALL BE 6" AT ARTERIAL STREETS, 4" ELSEWHERE.

APPROVED:

ORIGINAL SIGNATURE ON FILE
AT THE CITY OF TEMPE

DEPUTY PUBLIC WORKS MANAGER
CITY ENGINEER

DATE



CITY OF TEMPE
PUBLIC WORKS DEPARTMENT

SIDEWALK AND RAMP AT STREET INTERSECTIONS
WHERE DIRECTIONAL RAMPS ARE NOT POSSIBLE

DETAIL T-349
REVISED 2004